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PAPER THAT APPEALS

The aim and purpose of the Edmonton Capital is to attain the highest standard of journalism. To publish a paper that will reflect the character of the better class of the readers. To issue a paper that will be fresh and breezy—that will be alive and up-to-date in its news, its editorial, advertising and general content. A paper that will be an ideal one for YOU HOME, and the home of your friends.

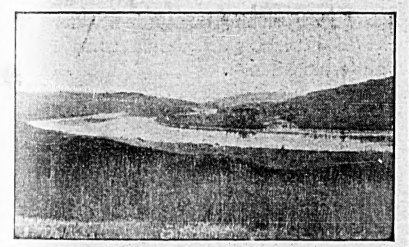
# "IF REASONS ARE IT SUFFICIENT WHY CITY SHOULD NOT ARISE AT PEACE RIVER CROSSING, THEN EDMONTON IS NOT ON A MAP"

## CORNWALL GIVES CHARACTERISTIC TALK ON PEACE

Former Member of Legislature and Man Widely Known as Apostle of North Shows by Bald Facts and Figures Why Metropolis Will Grow up at Mouth of Smoky—Lots of Minerals, Timber, Coal, Water Power and Center of Navigation System Like Mississippi, But the Land is What Counts—And It Cannot Be Beaten.

J. K. Cornwall was seen today by a Capital reporter—and it is a safe bet that whenever J. K. is seen by anybody for any length of time the talk will drift to the Peace River country. To hear Mr. Cornwall talk on his favorite subject one would think that J. K. stood for Juss Killer (that is, an exterminator of pessimism), but as a matter of fact, he is more generally known as plain Jim, notwithstanding the fact that he represented Peace River constituency in the Alberta legislature for a term, and could have easily had the found time to stay in the political game. Just about everybody believes in the north country today, for the simple reason that all the evidence which people and governments and railways and everything else have been able to adduce all points one way—it is all favorable. But things were not always thus. There was a time when Edmonton was

PEACE RIVER CROSSING, AT THE JUNCTION OF THE PEACE AND SMOKY RIVERS.



considered to be about on the line between the north and the south. The north was the cold and the south was the warm. People shivered at the very thought of Manitoba, Saskatchewan and Alberta, not to say the north country. As for venturing into the north, it was a thing of the past. The average man in Ontario and the east considered such things as jokes. Of course, there was quite a number of men who knew what the north country was, even years ago. But they didn't seem to be able to convince anybody else about it. Outrigger who came up here and sometimes saw a few snowflakes in May or June got as scared as a bull at an assembled flag. Although there is sometimes snow almost any time of the year 1,000 miles south of Edmonton, the fact is that the weather in the north is showing signs of improvement. It is actually doing people who did not know the country away from it.

When K. Cornwall came to Alberta before the first development of any part of the west started. He came and he saw the country was in a poor way. He began to tell everybody else about it. Not content with preaching and writing about it, he started a newspaper. He was a newspaper man, photographer and publicity man through the wonderful things that happened in the north. He was not alone before all of North America was reading the truth about the new north.

"What about oil and the north?" asked the reporter this morning. "Oh, there's plenty of it in us," smiled Mr. Cornwall. "They'll find it one day and use it pretty soon. There's lots of minerals and timber in parts of the north and west, too, but still it is agriculture that will make the territory rich. It is known as the Peace River country—I mean the district of which Peace River Crossing is the center."

"Then Peace River Crossing ought to become one of the cities of the north?"

"Undoubtedly it will, in my opinion."

"Supposing a man wanted to know



ON THE TRAIL  
Freight Trucks Doing Service—Peace River Crossing.

elements of vegetable nutrition—by means of varying points in the Peace River district. It shows the following amounts of those two elements in an acre of land to a depth of 6-2 inches:

	Nitrogen (Pounds)	Phosphorus (Pounds)
Grande Prairie.....	2,560	2,540
Spirit River Prairie.....	10,160	2,250
Peace River Crossing.....	9,560	2,250
Dunvegan.....	9,560	2,250
Beach at Carajou Point.....	7,340	2,150
Black Clay Loam.....	7,340	2,050
Brown Hill Loam.....	5,650	1,190

"Settlement will eventually penetrate to the Hay and Laird river countries which are the limits of possible practical agriculture," added the apostle of the north. "The railways of the north, the timber, and the other resources which will also help, are not sufficient to make Peace River Crossing a city, then all I have to say is that Edmonton is not on the map."

## CROSSING WILL BE COMMERCIAL CITY OF GREAT COUNTRY

Five Railways Building or Chartered to Town, More to Follow

POPULATION SHOULD TREBLE THIS YEAR

Banks, Police Barracks, Sawmill and Government Offices Now Established

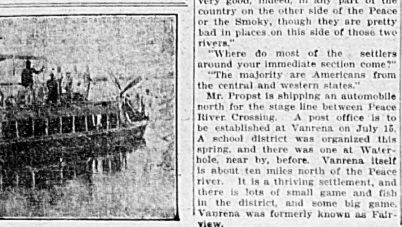
The eyes of the world are now turned to the vast regions of the north—men in luck. Wealth lies hidden beneath the crust of cold mother earth, awaiting the advent of railroads which are already pushing to this wonderful El Dorado of agricultural and mineral wealth. Five railroads are building or chartered to go to Peace River Crossing, and no doubt others will follow.

The population of the Crossing has now reached 600, and by the close of the year this figure should be trebled. The rush of settlers into the great country beyond, with its millions of acres of fertile land, augurs well for the future of Peace River Crossing as a commercial center of the greatest importance. Already established are a bank, post office, government telegraph and telephone station, sawmill, R.N.W.M.P. barracks and several stores.

Mrs. G. D. Farrar, dead in Pittsfield, Mass., leaves \$10,000 to Tim Connelly, a New York bellhop who pleased her by his promptness when she visited the hotel where he is employed.

Union Pacific railway is spending \$1,000,000 for new rolling stock.

## RAPID PASSENGER PARCEL SERVICE—PEACE RIVER CROSSING



A MODERN PASSENGER BUS—PEACE RIVER CROSSING

## THOUSANDS OF MEN FROM UNITED STATES GO TO PEACE RIVER

Since the last official figures were compiled thousands of experienced farmers from the prairie states have passed through Edmonton to the Peace River country, and were delighted with the country as an agricultural territory. Being convinced of the early completion of an adequate system of railways for transporting their farm produce to the market, they have taken up homesteads and are sending back to their old homes for their families, their friends and their old neighbors to follow them to this new El Dorado.

Enormous as it has been, the development of Alberta is still in its infancy. Encouraged by the government guarantee of railroads the immigration to the Peace River country is increasing by leaps and bounds. Who can set the limits or even estimate the future greatness of this new empire?

## MANITOBA GOES EAST TO INDUCE OTHERS JOIN HIM

Only Few Months Ago Crossing had a Post—Now Incorporated Town

HAS BANKS, STORES, HOTELS AND THEATRES

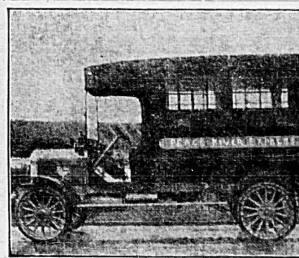
States Railroads are Needed Most—Hundreds of Men Working on One

Gregory Dangierfield who lives at Peace River Crossing, stopped in Edmonton recently a few days on his way to Oak Lake, Man., where he formerly lived. Mr. Dangierfield went back to tell his friends about the wonderful land of the Peace country and to bring some of his friends back with him when he returns. He has a homestead at the Crossing a short distance back from the river on the east side, which he believes is going to make him a fortune.

"When I first went to Peace River Crossing a few months ago," he said, "it was practically nothing but a Hudson's Bay trading post and now it has banks, stores, hotels, and one of the new picture theatres under construction is nearly completed and will soon be open for business. A newspaper is also starting up there."

"The town has received its incorporation papers and the board of trade is getting pamphlets printed now for the purpose of advertising the Crossing. It is remarkable the development which has taken place there during the last few months and I firmly believe it is in the making of a large city."

## A MODERN PASSENGER BUS—PEACE RIVER CROSSING



A MODERN PASSENGER BUS—PEACE RIVER CROSSING

## NORTH COUNTRY BEING SEEDLED IN UNIQUE WAY

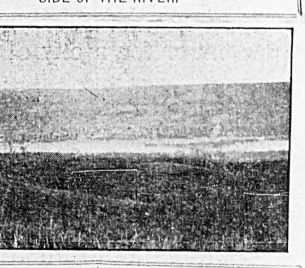
Changing World Conditions Will Transform New Land Into Modernized Community Almost in a Night—Optimistic, Red-Blooded Men Are Charmed by the Noble Peace—Challenges Highest Ambition of Canadianism.

Those in any way interested in the Peace River country are in their glory these days. That great and rich expanse of land, dotted with timber, park land, prairie, rivers, lakes and hills on which will run thousands upon thousands of cattle, is just on the verge of "coming into its own."

Thousands of men have gone into the country with money, live stock, implements, experience and brains. It is a notable fact that the north country is getting a better average class of settlers than probably any other pioneer community ever procured. Every man and woman that has gone into it is a red-blooded monument of the new and better Canadianism. There are no pessimists—at least, if there are they must be staying up in the country and keeping quiet, which is not what pessimists usually do, as none who have ventured to so-called civilization have had anything to say of the Peace River country except that which tends to draw everybody up there.

Whoever named the Peace River hit

## A VIEW OF PEACE RIVER CROSSING FROM THE WEST SIDE OF THE RIVER.



the nail on the head, for it is proving the same of peace and contentment for thousands of men from other parts which may be more or less troubled. Still, it is not the class that is afraid of the north country that is wanted there, but the virile manhood of Canada and the United States and the same kind from any other parts of the world, who can think they are adapted to the conditions.

There is a legend that once a man sees the Peace River wind up and down the fertile valley through which it flows he is never satisfied until he takes his cooking utensils and other luggage to his banks and camps there until old Sam Time comes along with his scythe.

"Perhaps one reason why the north is filling up so rapidly with the 'salt of the earth' is because of the fact that man is ambitious and therefore never satisfied. The more ambitious one is the better a citizen one makes. It is said, which makes it inevitable that the crowd of la creme of the population is drifting towards it from the midnight sun."

"And why should they not go up there?" asked a man today, after coming down from the north via boat and rail. "There's the best of land there—land that makes one's heart glad to look upon. They can

previous in history. Conditions have changed, even since Manitoba's entry into the confederation. The north country has become consolidated, to a great extent, and investigations have been introduced and made has in one corner of the earth to another on the other side of the little sphere who wants it. In short, the Peace River country is being developed under absolutely unique conditions. A land on which roamed the buffalo and the Indian yesterday is feeling the tramp of the white man's foot today, while tomorrow the voices of a million men will disturb the air which has been almost still ever since the first air. The honk of the auto, the click of the typewriter and the smoke issuing from piles of factories will in a mere minute of the world's history be doing the work of the horse and the race in the Peace River country, for progress must go on.

At a dozen strategic points in the great northwest at present there are embryonic cities. Who knows but that metropolitan may grow up at this junction of two rivers, or at that natural harbor on a navigable lake, when a few decades ago Chicago was offered for a pair of horses? Who knows but that the dreams of reason may come true, and that a kingdom which will startle the world in magnitude and wealth will grow up on the banks of the mighty Peace? There have been stranger things happen. Strange things are happening almost every day. In fact, it would not be strange at all. The country has riches untold of the land, the forest, the mine and the inland sea and river—the four basic forms of wealth—and there is a bracing, healthful climate, the climate of the north, from which from time immemorial have come the rulers of the world, from the great empires of the east to the great empires of the west. There is power to no end—white men, there is power to no end—black and white, coal, oil and gas. The most magnificent things are in the north. Liberty and independence there. What in the name of goodness is there lacking—what is there to stop it?

Dr. W. H. Uffelman, of Windsor, N.S., is using his goods to clear 150 acres of brush land with success.

Sir William Lever, noted British soapmaker, is to be elevated to the English peerage.

James McGuire, of Philadelphia, recovers \$1,000 in damages for the loss of his foot in an accident.

# PEACE RIVER CROSSING

Where all the Railroads meet to cross the Great Peace River. The Edmonton, Dunvegan and British Columbia Railways are under agreement to reach Peace River Crossing this year. The C. N. R., Alberta, Peace River and Eastern Railway, Pacific Peace River and Athabasca Railway are chartered to enter Peace River Crossing.

## MAIN STREET CENTRE

**The Closest-In Property** above the Flats. This is no Gamble, but a sound Investment, and one that is bound to make money to the one that takes advantage of the opportunity of getting inside lots before prices advance.

**Peace River Crossing** has seen wonderful developments in the past few months.

**There are Two Banks,** Hotels, Stores and representatives of almost every kind of business.

**Can you Imagine the Prospects** of Peace River Crossing when the Railroads arrive?

**This is sure to be the last** great entrance to the last Great West Country, and has everything in its favor for a city of much importance.

**The fact that Peace River Crossing** is the first point on the Peace River that the railroads strike, and being over 300 mls. N.W. of Edmonton assures it being a large city. It is situated in the heart of 40 millions of choice agricultural lands; also large timber limits and mineral deposits. Has nearly 800 miles of river transportation and is the only feasible crossing for railroads for miles in either direction.

**It is universally admitted** that Peace River Crossing will be the Greatest City in the Peace River Country, not only because it is the objective point of the Railroads building into that country, but also on account of its advantageous position on the Peace River will make it the Commercial Centre and distributing point of that part of the Country.

**Main Street Centre** is situated immediately on top of the banks overlooking the River Flats and Hudson's Bay Post and adjoins Government Road from Grouard to the Crossing.

**Main Street Centre** occupies the same position to Peace River Crossing as the best business property does to Edmonton today. It was only a few years ago that Edmonton's best business property could be purchased for the same price we are selling our property for today—but it is the people who bought lots in Edmonton when it was a small town that are worth fortunes today.

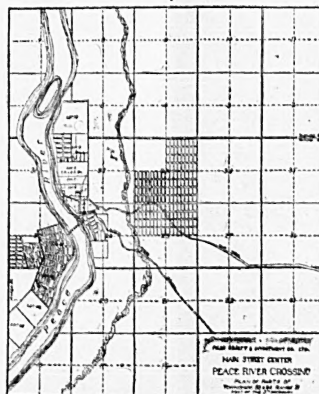
**NOW** is your opportunity to buy some lots in **Main Street Centre** and participate in the fortunes that will be made by those who buy inside property in the coming Metropolis of the Great Peace River Country.

**If you are a Shrewd Investor** you will buy lots in Peace River Crossing eventually. But why wait and pay several thousand dollars when you can buy lots today in **Main Street Centre** at **\$200 to \$450 per lot**. Several of our purchasers have bought with intentions to erect dwellings this summer.

*It Will Pay You  
To Investigate Our Property  
Before Going Elsewhere*

*Buy Today Before  
Prices Advance*

SPECIAL INDUCEMENTS TO BUILDERS



Note Location of our Property  
on the Map

**PRICES**  
**\$200 to \$450** per Lot

**FILER REALTY & INVESTM'T Co. Ltd.**  
Office 645 First Street      Edmonton      Telephone 1973



## PERIOD OF LAND DEVELOPMENT IS RAPIDLY EMERGING

Peace River Country Now Feeling Effects of Gigantic Influx.

"THE CROSSING" HAS STRATEGIC POSITION Stream Navigable, Making it Center of Fabulously Rich Areas.

Events have been moving in the north country with incredible swiftness. The dying months of 1913 witnessed the commencement of a fresh chapter in the opening up of the Peace River country, and the year 1914 is marked without a doubt for developments in railroad and other enterprises on a scale never before attempted in the history of the country. Lands and territories have been opened up in the past; rich expanses of virgin soil have been overrun by incoming settlers, but somehow there never was manifested the same interest or excitement as prevails today at the dawn of the "Peace" era. There are evidences everywhere that this eagerness, this anxiety to know, see, and experience the Peace River country is no transient whim, but a deep-set appreciation of cold facts, facts that the advance guards of civilization were quick to note and never lost sight of. The Peace River country is a byword in every part of the dominion; it is attracting the attention of colonizers and capitalists throughout the continent. The greatest interest of all the railroad corporations, have been in the van from the outset, and close on a score of charters for railroad construction have been taken out and a new empire of proven wealth will soon be placed to the service of humanity.

It might not be amiss to recapitu-

late the outstanding features of the Peace River country. With a knowledge of these it will be self-evident why the interests taken by the public is no surprise, but the only reasonable attitude possible.

**River is Navigable.**  
The country is of immense area. It is watered throughout its entire length by one of the greatest rivers on the continent. This particular feature of it is, perhaps, in a way, its most notable, since this great waterway can carry large steamers over a stretch of 700 miles, which is, dimensionally, the length of the Peace River territory. Today steamers ply the river, and with the increasing trade and business which the rapid settlement of the country will create, it is being found necessary to add to the river flotilla to keep pace with it. The railways are rushing forward to meet the river in this case serve their purposes in but a modest degree, but no more striking illustration of the maxim that "union is strength" could be shown than the connecting up of the railroads with this immense waterway. The goal of the railways is Peace River Crossing. At this point the railways will draw on an empire. It is a far cry from Hudson's Hope to Vermilion yet these distant points will pay their tribute to Peace River Crossing. The fact that the river is navigable over this stretch renders it unnecessary for the railroads to be pushed across the river, at least for some time to come. The tendency for the time being will be for land in proximity to the river to be taken up first, and as time goes on settlement will be forced into the hinterland. As the richest land lies on the farther side of the Peace, it is clear why the railway companies are straining themselves, as far as humanly possible, to reach the river.

**Primarily Farming Country.**  
The Peace River country is primarily an agricultural country. Its climate in every phase is eminently suitable for successful farming. The soil is unsurpassed by that of any other district in the dominion. Records show that there is more sunshine and rain than in the country to the south and grain has been grown of a quality that will stand comparison with the best produced elsewhere. In the world, mixed farming will probably be gone in for more than the growing of grain, as the country is peculiarly adapted for this. This scenic aspect is a characteristic of the country. We are told

by those who have seen the country, that parts of the Peace River valley present scenes of grandeur and beauty unsurpassed anywhere on the continent. The residents at the Crossing declare that the scenery within sight of their town might truly be categorized as one of the wonders of the world. Be that as it may, none has yet denied the Peace its claim to be a "river beautiful."

The peculiar thing about the Peace River is that, from the railway point of view, it acts as a sort of "Chinese Wall," barring ingress to the land beyond. The precipitous banks, the wide valleys, render practically impossible the spanning of the great river by a bridge. Not only that, but howsoever save at Peace River Crossing can a railway touch the water, owing to there being no suitable grades.

**Command Land Beyond.**  
What has been the loss to other places on the river in consequence of this has been gain to Peace River Crossing. The public in general have been slow to realize this, although it is of immense and far-reaching importance. For what does it mean? It means that Peace River Crossing will have no rival; it will command, as it will monopolize, the entire trade and business of the land beyond the Peace. It must be the principal distributing center for the country tributary to the Peace; it must develop into a shipping port capable of coping with the growing business of an immense country; it must become a great railway center, as many railroads are already charted to this point. As a city, it will grow and thrive as the country grows and thrives. A great heritage is in its possession, the heritage of a land flowing with milk and honey, a land that has diverted to it the attention of the world; a land over which the human tidal wave has yet to run, but to which it is moving forward. And yet there is a factor which may prove no less far-reaching to the country than its agricultural development. People are only beginning to know of the "hidden wealth," the immense mineral deposits that await the attention of the world; a land over which the efforts of man. They learn each day of fresh discovery, of the unearthing of new ore in this northern British Columbia. Even at Peace River Crossing it is said that there are indications of the presence of building stone in abundance.

### Solid Foundations Exist.

If this be so, then can one look forward to the time when the great Peace River country will be fittingly and typically reflected in its growing city, built solidly upon a foundation of commercial and material strength. Peace River Crossing's election to honor has been sudden. To other places such might prove their undoing, as it would open up opportunities for the wildcat to work his deceptions. There are not wanting evidences that they are on the move even now in the case of Peace River Crossing. It would be too much to hope that a town so marked as a coming city would be immune from their operations, but it is safe to say that, however hard hit it may be during its early days at the hands of the speculators, Peace River Crossing will emerge triumphant, and commence her second chapter with renewed vigor.

### Hotel is Provided.

There is no precedent in the whole history of western Canada for the development that is taking place today in Peace River Crossing. A few months ago this place was a settlement of but 150 people. Today there are close to 1,000. In a commentary on the situation there, the Northern News, of Athabasca, says: "The new hotel is like a sailing ship at night. Men sleep in beds, floors, passages, halls, kitchen, bar, dining room, and heaven knows where. Blankets are lent out at a dollar a pair." A letter from the manager of the Peace hotel at the Crossing states that the town has doubled in size in 10 weeks and that there were two picture houses being erected; further, that arrangements were being made to put an annex to the hotel which was only recently completed. Buildings are springing up with mushroom rapidity all over the townsite, and settlers are pouring into and through the town in hundreds. All available farming land has been taken up for miles around. Probably the most remarkable feature about the Crossing's development is the extraordinary high prices at which property is changing hands. It is not as if property was merely being held at their present prices but it is being rapidly bought up and businesses are being established all over. Take River Lot 4, for instance. Prices here range from \$2,500 to \$5,000 a lot. River lots 9 and 11 are at the market at prices running as high as \$1,200 and \$1,500, respectively. And this, with the

railroad still one hundred miles away. One might say that such high prices will hold back the town's development, but it is significant that these prices seem to be determined by the demand for the property rather than by any arbitrary fixing of such prices.

### Location of Business Section.

The business section of Peace River Crossing for obvious reasons will be what is known as "the flats." These are on the east side and extend from the North Hart river to the northern boundary of River Lot 10, which, it is believed has just been secured by the Canadian National railway for terminal purposes. With the exception of River Lot 9 the registered townsite and about 50 acres just north of the Hart river, the entire flat property outside of River Lot 10 has been purchased by the Edmonton-Dunvegan and British Columbia railway company, and J. D. McArthur, president of the line, and well known railroad contractor. The determining reason why the property on the east side of the river and known as the flats must be for all time the business section of the coming city, is that it is only on this side that the shipping can be handled, that is, in connection with the railways. Probably the most apt analogy to this is Portland, Oregon, where the narrow strip of flat on the west side of the river is infinitely more valuable than the best to be found elsewhere in the town. Within recent years a score of towering buildings, from ten to fifteen stories high, have been erected on the flats of Portland. The reasons are topographical and physical, as time will show in the case of Peace River Crossing. The railway companies cannot handle the river trade from the west as there is not the approach to the river edge.

### Route Now Fixed.

The route of the railway to the river edge is now fixed with the government. This shows it as entering the settlement from the Hart river, passing north along the brow of the hill and turning west through River Lot 8 to the river. From this point, the great bridge will span. It is understood that the depot will be established on the east side of River Lot 4, since the crossing of the giant bridge will have to commence from the center of the river lot. This rendered necessary in order to comply with the navigation laws, which require a bridge to be approximately 50 feet above the level of the water.

Peace River Crossing is now being incorporated as a town. There are those who project that it will be a city in two years.

Six railroads are chartered to this point, two of which are now half way from Edmonton. At no other place in the whole stretch from Hudson's Hope to Port Vermilion is a railway chartered to cross the Peace, so that Peace River Crossing has a monopoly of the entire territory. The fact that this territory is the world-famous Peace River country assures for Peace River Crossing a great and certain future.

### GREAT ADVANCES IN REALTY VALUES ARE PROBABLE IN NORTH

In probably no part of America will the next few years bring such great advances in realty values as will be brought about in the development of the commercial cities of the Peace River country. No new country was ever blessed with such a wealth of variety of natural resources, ever had such an enormous outlay of capital provided for railways to make its resources accessible and available for man, or ever experienced such a tide of immigration as is now flowing to the Peace River country.

Following are the distances between the important points of the Peace River country:

Edmonton to Holmes Crossing, 95 miles.  
Holmes Crossing to Sawridge, 60 miles.  
Sawridge to Ground, 54 miles.  
Ground to Peace River Crossing, 92 miles.  
Peace River Crossing to Ft. Vermilion, 250 miles.  
Peace River Crossing to Dunvegan, 75 miles.  
Dunvegan to Grande Prairie, 63 miles.  
Dunvegan to Fort St. John, 127 miles.  
Dunvegan to Hudson's Hope, 159 miles.

Indianapolis will this summer turn every schoolyard into a play ground for children. Playing will also be permitted in all parks.

J. H. Reed, of Ithaca, claims to have trained rabbits to dig up and eat all the weeds in his garden without damaging valuable plants.

## WORTH OF NORTH IS KNOWN BETTER THAN WAS SOUTH

Several Roads Instead of One Will Soon Serve Peace River.

GOVERNMENT BACKS \$25,000,000 BONDS

Settlers, However, Rush in Ahead of Steel to Take Up Land.

The worth of north-west Canada had not yet been proven a few years ago. There was only one railroad serving the territory, and the strong inflowing tide of land hungry people from the western states, eastern Canada and the British Isles had scarcely begun.

Now the worth of the northwest Canada and the Peace River district in particular has been established beyond contradiction. The country that 10 years ago was considered with misgiving, is now accepted as one of the greatest future stock-growing and grain-producing territories in North America. Every year discloses new findings of coal, gas, oil, asphalt, salt and other deposits of valuable minerals, and no one now presumes to set the limit of the undeveloped resources of the Peace River country.

Instead of only one railroad serving this country, as there was a decade ago, there are now three competing systems in central Alberta, and these and several others are extending their lines into the north country. The railroad builders have investigated the Peace River district, and foreseeing a greater growth and development here than the past decade brought to southern Alberta and Saskatchewan, and a corresponding tonnage of freight awaiting them in this virgin territory, are striving one with the other for the advantage of first entrance into this rich field.

## THE REGISTERED TOWNSITE

# PEACE RIVER CROSSING

## — RIVER LOT 9 —

**River Lot 9** adjoins the terminals of the Edmonton, Dunvegan and British Columbia Railway (River Lot 8) and is part of the business section of the town.

**River Lot 9** is in immediate proximity to depot and wharfage sites.

**Prices of Lots \$5 and \$600 each. Easy Terms**

SOLE AGENTS

# COX & MURDOCH

203 C.P.R. Building Edmonton Phone 2461

MESSRS. COX & MURDOCH,  
203 C. P. R. Building,  
Edmonton, Alberta:

Dear Sirs,—

Kindly send me full particulars of your property in the Registered Townsite of Peace River Crossing.

Name .....

Address .....

# THE TRUTH of PEACE RIVER CROSSING

We are in Hearty Sympathy with any and all who Uphold Truthful Advertising and Therefore Invite a Thorough Investigation of this Page—We Stand Behind our Advertisement

## Facts Worth Due Consideration

### No. 1:—

Practically all Business Buildings in Peace River Crossing are either on **River Lot 4** or adjoining it. This proves that our property is the Business Centre.

### No. 2:—

We are proud to say we are selling the highest priced property in Peace River Country.

### No. 3:—

The fact that we have sold over \$110,000 worth of our property in less than 90 days proves it to be not only the highest priced **but the Best.**

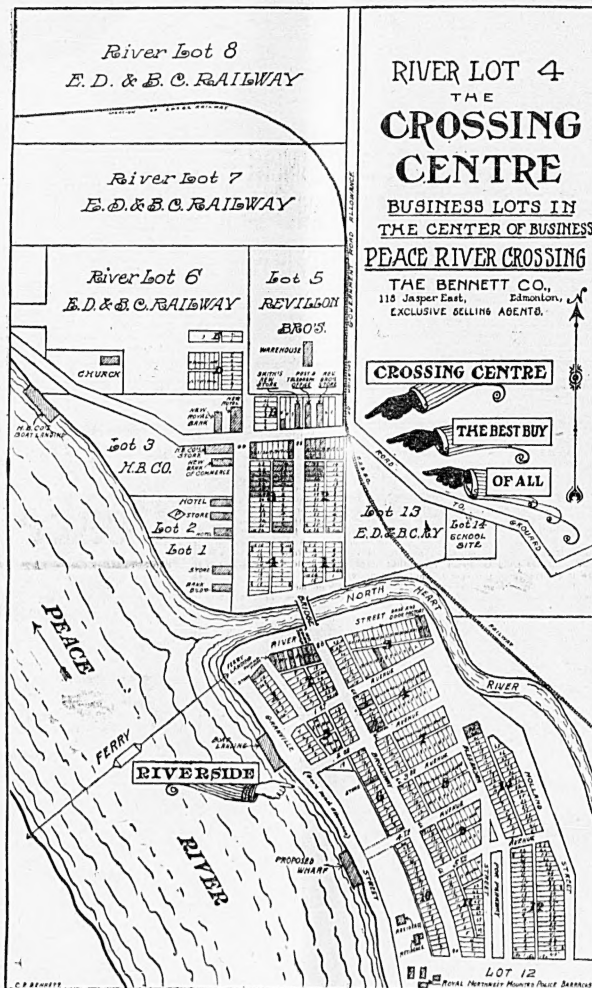
### No. 4:—

Every purchase of a lot entered into a written agreement to erect a business building within one year from date of purchase.

### No. 5:—

Every purchaser of our property inspected it personally and found it to be exactly as represented by us.

**You Have the Same Opportunity Now**



## Business Buildings On River Lot Four

Cadotte Pool Room  
Chandler Moving Picture Theatre  
Leo. Laleune Pool Room.  
Revillon's Store.  
Telegraph Office.  
Post Office.  
Smith's General Store.  
Rexall Drug Store.  
Livery Barn.  
Surveyor's Office.  
Stewart Bros. General Store.  
French Bakery.  
Pope Wilson Hardware.  
Nagle's Restaurant.  
Fabey's Confectionery.  
Malloy Pool Room.  
Westenholme's Bakery and Restaurant.  
Real Estate Office.  
Richardson's Cleaning & Pressing.  
Two Blacksmith Shops.  
Armstrong's Butcher Shop.  
Shoe Shop.

## Business Buildings Adjoining River Lot 4

Peace Hotel.  
Royal Bank.  
Hudson's Bay.  
Canadian Bank of Commerce.  
George's General Store.  
Peace River Trading Co., Genl. Mdse.  
Hees' Butcher Shop.  
Maple Leaf Hotel.  
Sash & Door Factory.  
Livery Barn.  
Blacksmith Shop.  
Bains' Restaurant.  
Jewelry Shop.  
Francis' Pool Room and Rooms.  
Restaurant, Brady's.  
Monroe Building (under construction.)

**SPECIAL INDUCEMENT TO BUILDERS** You Have the Same Opportunity

**Business Lots from \$2500 to \$5,000 Residence Lots from \$200 and up**

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201-205 Armstrong Block, 104th Street Telephone 4364

**THE BENNETT COMPANY,** Exclusive Selling Agents  
118 Jasper Avenue East Telephone 6696

Branch Office:  
Peace River Crossing



## BOARD OF TRADE MEMBER SPEAKS ON FAST GROWTH

Travelers Pay Dollar for Bed  
on Floor or Pool  
Table.

ROAD FROM GROUND  
IS BEING IMPROVED  
Believes City Will Be Event-  
ually on West Side of  
the Peace.

E. A. Munro, who is a member of the board of trade for Peace River Crossing in Edmonton for a few days on business recently and stated that since navigation opened up on the Lesser Slave lake, people are pouring into that country by the hundreds on every train. The hotels are unable to accommodate all the people at the Crossing and some of them have to sleep on pool tables or pay a dollar for the use of a blanket and sleep on the floor.

The government is improving the road between Ground and Peace River Crossing and when completed will be more possible for auto. People going from Edmonton to the Crossing now can go by train on the E. D. and B. C. to the east end of Lesser Slave lake and from there to Ground by boat, then by auto service or bus to the Crossing.

Mr. Munro has a blacksmith shop at the Crossing which was the only one of its kind in the north but now he has two competitors and says the three of them have all the work they can do. He also stated that at the present time there are two banks at the Crossing and representatives of nearly every kind of business. Several new buildings were under construction when he left about three weeks ago. There is a three-story hotel and a new motion picture theater. Construction work on some of the buildings was held up on account of being late to get lumber although the three saw mills and the saw and door factories are turning out lumber as fast as possible, but are away behind in their orders.

The town had just received incorporation papers when Mr. Munro left and is anxiously awaiting the required population when it will be incorporated as a city. The business is practically all on the east side of the river and mostly on the flats at the present time, but will undoubtedly come up on top of the bank the same as Edmonton and other cities have.

Mr. Munro says the people at the Crossing are very optimistic over its future and all they need now is the railroad to make it a second Edmonton or Winnipeg.

Finds Gold in Glazier

Forty, O. June 13.—A duck's egg and may contain a mine of gold, a miner told a field in Liberty township, Hancock county. Several weeks ago a miner killed a duck and discovered in its egg a hard substance, like gold. An examination by a geologist proved that it was of good quality. Dr. M. A. Roberts of Bloomfield and J. Earl Cunningham of Fostoria, who have had experience in gold fields, panned several hundred pounds of sand along the stream where the duck is supposed to have fed and obtained magnetic black sand, which is always found where there is placer gold. The men will make further investigations.

Outlook, Kas., is now under commission government.

## Going to the Peace River Country?

You will want to travel by the quickest and most economical route. For full particulars call on or write

**J. C. LAY—**  
634 First Street  
Edmonton, Alberta

## List Your Foxes With The Edmonton Fox Exchange

and secure the full market value.  
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and wish to organise a company  
see us.

**THE  
Edmonton Fox Exchange**  
Temporary Office 620 1st St., Edmonton. Phone 4412

## COUNTRY IS RICH IN RESOURCES; CAN SUPPORT MILLIONS

The Peace River country contains 100,000,000 acres of fertile agricultural land.  
It has deposits of coal, asphalt, oil, and other valuable minerals.  
It has thousands of miles of navigable waterways.  
Its climate is modified by the Pacific winds which blow from the west, being from two to three weeks earlier than in the Edmonton district.  
Crop failures are almost unknown as there is an abundance of rainfall during the growing season, and the long hours of sunshine in the summer months ripen the grain before the fall frosts strike it. The Peace River country has sufficient undeveloped resources to support a population twice as large as that of all of Canada today.

## RAILROADS WILL MAKE ONE LARGE CITY AND OTHERS

E. D. & B. C. Routed Through  
Sawridge to Dunvegan  
and West

CANADA CENTRAL TO  
SHOOT OFF MAIN LINE

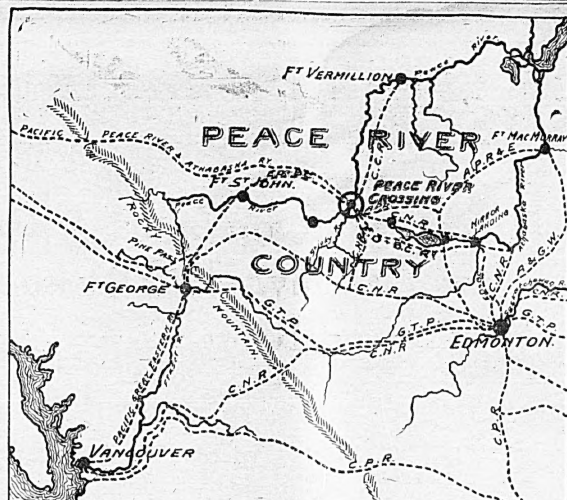
Most of Them Probably be  
Continued Through Rockies  
to Pacific.

Conspicuous among the bond guaranteed routes built into the Peace River country is the Edmonton, Dunvegan and B. C. railway, extending from Edmonton northward to Sawridge, thence westerly along the south side of Lesser Slave lake, on and through Dunvegan and from there westerly through the Rockies to the Pacific coast. The Central Canada railway, a branch of the E. D. and B. C. railway, which connects the main line with Peace River Crossing and the fertile prairie country beyond on the north of the Peace, was also provided with a bond guarantee for 160 miles of its road at the last session of parliament. Both the main line of the Edmonton, Dunvegan and B. C. railway and the branch to Peace River Crossing are scheduled to be completed by December, 1914.

The Canadian Northern Western railway, from Athabasca northwest to Peace River Crossing, via Lesser Slave lake and Ground is made by a bond guarantee as is also the C. N. R. from Grouard northwest to the Peace. The Province of Alberta has also loaned its credit to other chartered lines in the north country making a total of over 1,200 miles of railway in the district north of Edmonton provided with bond guarantees aggregating more than \$15,000,000. In addition to the railway mileage herein set forth as provided for by bond guarantees, there are nearly 2,000 miles of other railroads chartered into the Peace River district.

**Influence of New Roads**  
These new railroads reach from Edmonton northward and westward hundreds of miles of land along the stream where the duck is supposed to have fed and obtained magnetic black sand, which is always found where there is placer gold. The men will make further investigations.

Outlook, Kas., is now under commission government.



great arteries of travel and transportation, made certain by government bond guarantees, will induce a growth and development in the great fertile Peace River country not even equaled by the phenomenal record of progress made by southern Alberta and Saskatchewan in the past.

As in all new countries the growth and development of northern Alberta will be concentrated in the cities, not those strategically located points which yesterday were but lonely trading posts and today are crude frontier towns will tomorrow become growing, pulsing commercial cities, displaying a hustle and energy in their development never before equaled in the history of America.

One of these new towns will become the big city of the north, holding the same relation to northern Alberta as a railroad, distributing and manufacturing center as Edmonton now occupies the place of the metropolis of the north will have been laid and a city will have been established in the Peace River country rivaling Edmonton and Winnipeg in the scope of its tributary territory, the potential wealth of the agricultural and mineral resources at its door and the certainty of its taking a dominant place in the commercial affairs of western Canada.

**Crossing Has Call**  
Peace River Crossing, situated at the bend of the mighty Peace river just below the mouth of the Smoky river, holds a strategic position at the most easterly and perhaps the easiest crossing on the entire Peace river, south of Fort Vermilion. This is the threshold of the boundless fertile prairie country that is the lure drawing the thousands of settlers from the far corners of England, the States and eastern Canada. Until lately Peace River Crossing was considered nothing more than a trading post by any but the most sagacious and far-sighted men. However, the recent acquisition of the vast holdings by the railroads and other large financial interests is awakening everyone conversant with the north country to a realization of the wonderful possibilities before this new town. From here the Peace river flows for 160 miles west and nearly 200 miles north, giving the railroads that touch at the northward and westward 260 miles each way and gathering in and bringing to the docks at Peace River Crossing, the thousands of tons of grain and live stock that will be raised on the broad fertile prairie drained by this mighty river.

Peace River Crossing has shown a real development the past year and is fast taking on the appearance of a flourishing young city. It has a modern bank, post office, government, telegraph and telephone station, sawmill, mounted police barracks, government ferry, several stores, blacksmith shop, etc. Many new improvements are now in the course of preparation for Peace River Crossing and the next year will bring a great change to the appearance of this former sleepy trading post.

**Completion of Railroads**  
The completion of the 260 mile of railroad between the transcontinental lines at Edmonton and Peace River Crossing will mean the opening of a new avenue of commerce, not 260 miles long, but nearly 3,000.

The general topography of the Peace River country is a vast undulating plateau with the river flowing through it in deep-cut valleys from three to five miles wide, and from 500 to 700 feet deep. Railroad building on the plateau is comparatively easy, but the crossing of these rivers is a problem to tax the ingenuity of the most skilled engineers. To trench across three miles of valley is out of the question, and to grade down one side and up the other would entail enormous expenditure as the banks are soft and sliding in most places.

At Peace River Crossing the North Hart river flows into the Peace from the south-east. By striking this valley 17 miles from Peace River Crossing and following it down to its mouth, on a one per cent. grade, the railroad will strike the flat where the town is now located and where the shipping of the great north country must be handled for all time to come.

The flat at Peace River Crossing contains approximately 400 acres, with the hills back of it rising 400 feet above it. This small parcel of land must house the main business district of the city for some years, and as the shipping and warehousing increases and the flat becomes congested the residential district will be forced up onto the plateau on both sides of the river. With the great Peace River playing the part that it does in the transportation of the north, the property on the flat must always be very valuable.

A glance at the flat of Peace River Crossing will show that the E. D. and B. C. Railroad company has bought up nearly half of the property on the flat, as well as considerable property

G. H. Farr, of Baltimore, recently paid \$100,000 for the streets to pay a freight fee.

## AMERICAN JOURNALIST TELLS OF VEGETATION AT FORT VERMILION

Speaking of the products of the soil, Hubert Footner, in Outing Magazine, tells in the following manner of the vegetation seen at Fort Vermilion, which is 300 miles farther north than Peace River Crossing:

"The display was astonishing: we saw current bushes laden with ripe fruit and nearly every kind of vegetable, including asparagus, corn and tomatoes, as well as the harder kinds. The corn and the tomatoes do not always ripen fully, but the experiment station is only three years old and the superintendent is confident of setting them yet. The cereals and the leguminous plants are the finest I ever saw; in fact, anything that can be made to grow at all in the north reaches a greater perfection here than elsewhere. This is true, as well of the flowers. The flower garden of the station was a wonderful place of color. The star attraction was a rose bush that bloomed at this north of latitude fifty-eight."

Saved Dime: Lost Farm

Boise, Idaho, June 13.—Howard Ware of Idaho, the good countryman, congratulation because of his forthcoming, while Leonard F. Smith, of the same place will probably long regret his lack of it.

Both citizens wanted to file a homestead entry upon the same quarter section of land. The land is desirable. It is situated about 42 miles south of Piler and three miles north of the New line, and is officially known as section 19, township 16 south, range 18 east. There are stakes upon the land to indicate the route of the proposed railroad from Twin Falls to Humboldt Wells via Contract.

Both sent their applications by mail. Mr. Ware affixed a special delivery stamp. Mr. Smith did not.

The morning mail arrived the deputy postmaster hurried to the land office with the special delivery letter and Mr. Ware's entry was made instantly.

About 15 minutes later one of the clerks brought to the land office with the regular mail an application from Mr. Smith for the same land. He had missed the goal by neglecting to pay Uncle Sam for immediate delivery.

Salt Lake City has opened a municipal market.

## FORMER EDMONTON OPPORTUNITY ONCE MORE IS OFFERED

Remarkable Profits Made by  
Far-Sighted Investors May  
Be Duplicated

MANY PICK CROSSING  
AS NEXT LARGE CITY

Fact That Peace is Navigable  
Will Keep "Flats" Property  
Valuable.

Which is to be the next city in western Canada? This is a question which is entering into the minds of all who are interested in investment. Within the past few years there has been a great deal of speculation as to which of the cities of the west by those persons who have been in the land office, the persons who had the business instinct, and also the foresight to know that these cities could not help being great places.

With the development of the west, there has arrived a great necessity for another center north of Edmonton. Maps of the country north of Edmonton come in for a close scrutiny by the land office to locate the best position for the one next big city. In nearly every case the decision is Peace River Crossing, according to many men who know the situation.

As is well known, the Peace River country comprises practically the whole northern portion of the province of Alberta and a portion of British Columbia, the known agricultural districts alone covering 15,000 square miles. Peace River Crossing, at the junction of the Peace and Smoky rivers, is practically the center of this district, and there is every reason to show that it will become the metropolis of the north.

With the abundant resources of the Peace River country it is apparent that the crying need is transportation. Never in the history of the North American continent has there been a precedent to the present conditions prevailing in the Peace River country. Over 2,400 miles of navigable river, flowing through virgin territory of proven resources, with absolutely no transportation outlet to the commercial world.

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A glance at the flat of Peace River Crossing will show that the E. D. and B. C. Railroad company has bought up nearly half of the property on the flat, as well as considerable property

## WHEN EDMONTON WILL BE KNOWN AS "BACK EAST"

Prophecy Made in Capital  
Editorial Article is Be-  
coming True

RAILWAYS PUSHING  
NATION'S RIM NORTH

(Daily Capital Editorial)

Miles do not lessen nor geography change. But somehow, the Peace River country seems much closer today than it was a few years ago.

The days when it took a man to penetrate the last best west are gone. By aid of that triumph of mechanical ingenuity, the internal communication, the Frontier has been brought home, days and weeks closer to the center. Automobiles penetrate the last of the settlers' hopes and dreams, and city men who have never been called upon to endure a hardship swim over the ice to visit the emporia cities and view the effects of the "first low wash of waves where shore shall roll a tumultuous sea."

And the days of the automobile as the only means of rapid transit to the nation's rim will soon be gone. Just today the Edmonton, Dunvegan and British Columbia is perfecting its arrangements and awaiting the railway commission's O.K. to permit them to put on a freight service to the Athabasca river. They are waiting for the mighty stream and will slip the steel axles to open up the new empire of the north. In a short month that conductor will punch the tickets for a destination to which the pioneer has had to punch his own.

Then the rim will move back. And the drama of conquest will be recommenced, with newer, farther fields as the desideratum. And Edmonton will be "back east" by nearly a thousand miles.

# The Time to Buy in Peace River Crossing Is Right Now And the Place to Buy is— PEACE RIVER TERACE

which overlooks the River, and is adjoining and practically surrounded by the E. D. & B. C. Railway townsite property.

With the rapid building development now taking place on and contingent to our property, values are expected to double and treble during the next twelve months.

Stop gambling in promotion schemes which only enrich the few. A certain fortune awaits you in Peace River Crossing where the history of Winnipeg, Vancouver and Edmonton will be repeated and where a city is growing at a rate unparalleled even in the history of Western Canada.

For a short time only you have the opportunity of buying INSIDE PROPERTY at the ridiculously low price of \$200 a lot on easy terms.

**The price of all unsold lots will positively be raised \$100 on Thurs. next the 18th June**

Investigate this great opportunity without delay and call, write or phone.

## PEACE RIVER DEVELOPMENT CO.

A. E. HART, Manager  
744 Tegler Bldg., Edmonton. Phone 1440. Peace River Crossing.

If you want to know anything about any part of the Peace River Country, SEE US. Free map, guide and Peace River Bulletin, on request. No trouble to answer questions.

# Now is the Time to Buy In PEACE RIVER CROSSING

Property is Now on the Move---the Best Locations are Fast Being Taken up. There's not a Moment to be Lost in Making Your Selection. We Conscientiously Recommend to Investors

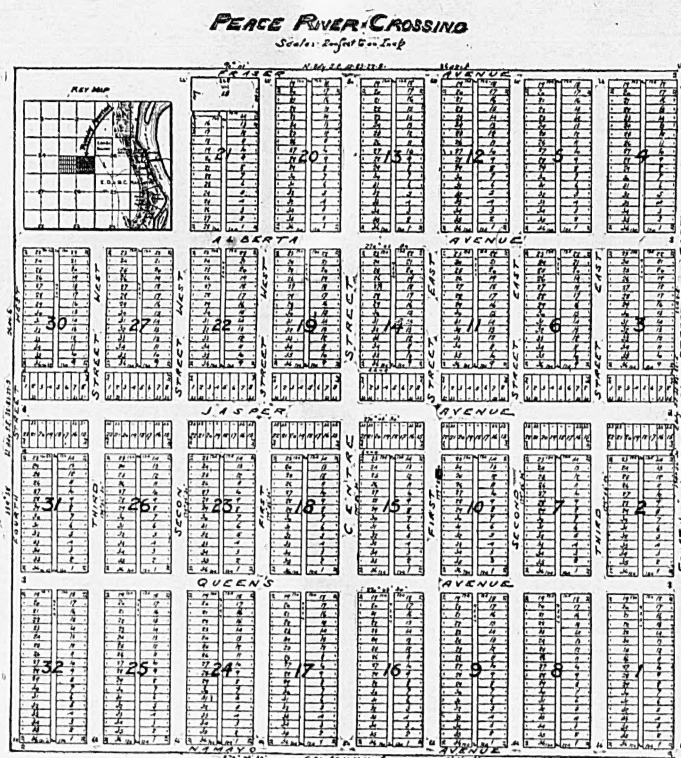
## RAILWAY ADDITION

**Prices  
from  
\$100 to  
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At the prices quoted here we feel that we are giving to the public the best opportunity for investment that has yet been offered.

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As These Prices  
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**Terms  
\$15 Cash  
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For Single Lots.

**Two Lots \$25  
Cash and \$15  
per month.**

This is close-in property, has wide streets high and dry and every lot is a building lot.

Write for our booklet which fully describes Peace River Crossing, and the Great Peace River Country.

**RAILWAY ADDITION** immediately adjoins the property of the E.D. and B.C. Railway on the west as shown by the map. "High and dry, free from obstruction and commanding a magnificent view." Might we emphasize here, when Peace River Crossing has attained that position which its natural position commands, **RAILWAY ADDITION will be its centre.** We have made provisions for this by providing **extra wide streets**, eighty feet in width—east, west, north and south—through our property. We have given eight acres in one tract to the Government for school sites and park purposes. In view of the fact that the **Railways will reach Peace River Crossing by the end of the present year**, to those who contemplate an investment in **RAILWAY ADDITION**, we would advise immediate action, as values will advance rapidly, and prices will be raised from time to time, and when the railroads have reached this city our property will be selling for more than double the present value.

**ALBERTA PEACE RIVER SECURITIES  
LIMITED**

647 First Street

Edmonton

Phone 2220

ALBERTA PEACE RIVER SECURITIES, LTD.:  
647 First Street:

Gentlemen:—Reserve for me ..... lots at a price of ..... per lot for which am enclosing ..... Dollars, as first payment; the balance to be paid for at rate of ..... Dollars per month. Also please send me your booklet on Peace River Crossing, and surrounding country. Yours truly,



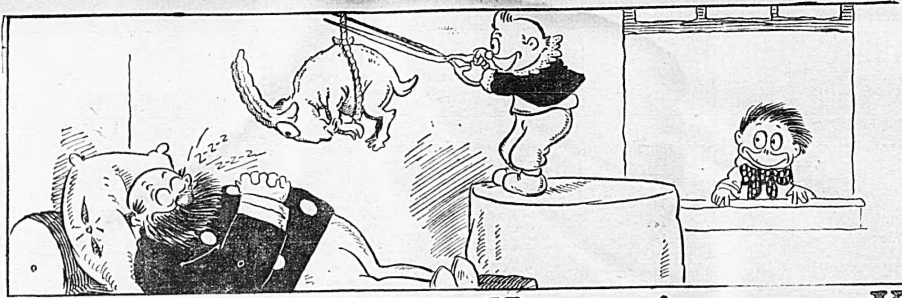












## COMIC SECTION

### The Katzenjammer Kids!

